

The FAMILY TREE

Published by Potlatch Forests, Inc.

Vol. I

Lewiston, Idaho, December, 1936

State College
of Washington

No. 3

Old Age Pensions Under Social Security Act

The Social Security Act directly affects us as employees and employers in two separate and distinct divisions. These are Old Age Pensions and Unemployment Insurance. Inasmuch as these are separate sections of this act and are somewhat prone to be confused, we are going to describe each of these important features in different issues of THE FAMILY TREE. As citizens of Idaho, the old age pensions will be the first with which we have contact and we will consider the details of this plan in the following paragraphs.

WHO RECEIVES THEM?

A person is eligible to receive an old age pension after he has reached 65 years of age, if: (1) he is 65 years of age and gives up regular employment; (2) he has earned a total of at least \$2,000 since 1936; (3) and he has earned wages for at least one day in each of five different years. This means that a man cannot receive an old age pension if he becomes 65 years of age before January 1, 1942, nor will any pensions be paid before that date.

Aliens, persons not citizens of the United States, will receive pensions if they qualify in all other ways. All employees will be covered, regardless of wages or salary, but no one will be taxed for earnings over \$3,000 per year. The following groups do not receive pensions: self-employed persons; railroad workers; agricultural laborers; domestic helpers; casual workers, not in the course of the employers trade or business; seamen; federal and state employees; and workers for non-profit educational, charitable, and religious organizations.

WHO PAYS FOR THEM?

Employers and employees contribute equally to build up the fund from which old age pensions are paid. They pay in the following manner. From January 1, 1937, to December 31,

(Concluded on page four)



Merry Christmas and a Happy New Year

The year is nearly over. The little red box-car of orders which the Clearwater crew gave me at their Christmas tree last year is just about empty. It's time to fill it up again.

1936 has given much steadier employment than other years. Demand for our lumber has been keeping pace with our production, which you all know has been in high gear. Prices at the end of the year have increased over the beginning of the year. Wages have been increased.

But the best part of the whole picture is our favorable prospect for next year. Already the 1937 order file is building up and it looks, from here, like another good year.

And so looking in both directions, backward and forward, it is especially pleasant for me to wish you all a very Merry Christmas and a Happy New Year!

C. L. BILLINGS,
General Manager.

Lewiston Sawmill Repairs

On the 4th of December, Bob Mullen, sawmill operating and maintenance millwright, started on a program of repair in the sawmill of the Clearwater Unit at Lewiston, which will require in the neighborhood of three months to complete. A crew of sixteen men will handle the work of overhauling the band mills, one by one, until the entire five units are put in shape.

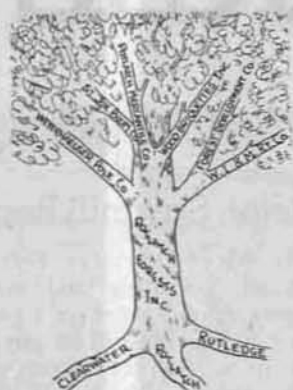
The log decks will receive a complete overhaul for the first time in the plant's nine years of existence. New deck timbers and track timbers will be installed as well as those floor joints which need replacing. Nigger timbers will be replaced and band mill hoppers rebuilt. On rigs No. 1 and No. 5, new carriages will be installed and all carriage tracks will be planed and trucks turned. Between No. 3 and No. 4 band mills on the main sawing floor, the floor joists will be replaced and the cant skids repaired.

The wooden timbers which are being replaced have taken a terrific beating from moisture and vibration for the past nine years. The continuously damp condition of these timbers forms an ideal incubator for wood rots, especially with the warmth of steam all around them. Then, the jarring of the log turning operation, the constantly recurring strain caused by reversing the direction of carriages, and general vibration of the other mill machinery has completed the work of destroying the strength of these members.

While these repairs are going on, the sawmill will run two shifts of four bands and the gang saw. This shift started the first day of December, although two band mills started on November 27, due to the freeze-up on the pond, making it advisable to keep the ice broken and logs loose. The addition of the night shift gave employment to about 125 men in the different departments affected.

A true music lover is a man, who, upon hearing a soprano in the bathroom, puts his ear to the keyhole.

THE FAMILY TREE



Published by Potlatch Forests, Inc.,
Once Monthly for Free Distribution
to Employees.

Robert M. Evenden, Lewiston, Editor
Miss Mabel Kelly, Potlatch
..... Assoc. Editor
Miss B. Stoddard, Coeur d'Alene.....
..... Assoc. Editor
Carl Pease, Headquarters
..... Assoc. Editor

Down the Editor's Alley

By getting this issue of THE FAMILY TREE out a little behind time, we are able to kill two birds with one stone. We may hope you had an enjoyable Thanksgiving and wish you a Merry Christmas from approximately equal distances. Consider yourselves so "hoped" and "wished" from the Editor and Staff of THE FAMILY TREE.

Be the publication ever so humble, the editorial problems are the same, we think. Here we find ourselves wishing for a cause to sponsor or an evil to combat, but the nearest we have come to big time practice is in digging up dirt and threatening people with it. For instance, in this issue we might comment that we have often heard it preached that alcohol and gasoline do not mix, but we have only just heard of a case within the organization where a bottle of INK was the offending article. Or again, we could cite an instance in which a "trophy hunter" from Potlatch shot himself a swell deer head, in fact that was all he shot. However, the fun in this is short-lived and the field of interest small, so what's the use. Also, unless we lay off this stuff, the "gentle reader" may come to the entirely correct conclusion that we are scared to print all that we know.

Jamboree Jottings: Joe Parker worrying himself to death as to what would happen if the boat sank with "all these brains on board"; Ellis Cole in a life preserver crossing the bar with Roy Carroll as pilot; 2 to 1 odds on the ability of a certain party to arise from his chair and their subsequent upsetting when he did; Harry Rooney looking for his hat; Graue serving rolls; Jack "MacFrisch" checking on a fan-dance rumor.

From the tone of the jokes submitted in "Rutledge Rejects," it looks as if the attitude toward matrimony of the girls in the Rutledge Office could be improved. Suggestions please.

Questions and Answers

What is meant by the percentage moisture content of lumber and how is it determined?

The moisture content of lumber as expressed in percentage refers to the relationship of the weight of the water in a certain piece of wood to the bone-dry weight of that piece. Six percent moisture content means that the board weighs 106% of what it would weigh if it were bone dry. Moisture content is determined in several ways, but the most accurate means in common use is done by cutting representative samples of the piece that is to be measured, weighing them when cut, drying them until they will not lose any more weight, and weighing them again in this condition. The difference in the two weights will give the weight of water which was present in the samples when they were cut. Figuring what percentage this weight of water is of the final bone-dry weight of the samples gives the moisture content in percent of the piece in question.

What is the "Christiana Standard"?

A Christiana Standard is a European lumber measurement based on a piece of lumber $1\frac{1}{4}$ inches by 9 inches in cross section by 11 feet long and equal to $10\frac{5}{16}$ board feet. 120 Standards are known as a Christiana Standard hundred, equal to $1237\frac{1}{2}$ board feet. Besides the Christiana Standard, there are the Drammen Standard ($12\frac{3}{16}$ Bd. Ft.), the London Standard (27 Bd. Ft.), the Quebec Standard ($27\frac{1}{2}$ Bd. Ft.) and the St. Petersburg Standard ($16\frac{1}{2}$ Bd. Ft.). All these standards were used to measure lumber at one time. Whether any or all of them are still in use at this time we cannot say.

The Lewiston Warehoos
Mon

In the sooth wing o' the machine she
Is the warehoose, as ye ken.
It's govern'd by a Hielan' Scot,
McLeod, from doon the glen.
He runs a most efeeshient place,
No loiterin's allowed.
"Git yer supplies and then git oot
Say's warehoose mon, McLeod.

Wee Geordie Wright comes skitherin
in,
His store teeth a' apleam.
He's seekin' fer a reamer;
He's maun got a muckle o' holes t
ream.

"Gie us two poond o' muckets,"
He blithered oot, quite loud.
"We dinna keep such dinguses!"
Says warehoose mon, McLeod.

Then comes in Al MacJensen,
A hefty mon an' braw,
Wi' a half a poond o' Peerless
Tucked into his jaw.
"I fear na foe but buck sheep!"
He chortles to the crowd.
"Whoosh! Awa' and change yer
paunties,"
Says warehoose mon, McLeod.

In yon wee office in the corner,
Jock MacFrisch, the gaffer, sits,
And mosticates his Peerless
And, twixt mostications, spits.
He's busy scannin' his reports,
Of his records he's quite proud.
"Aye, but he canna play the bagpipes
Says warehoose mon, McLeod.

I'm a'most finished wi' my lines;
My time and space has run.
Now, please forgie my wee bit jibes,
For there a' just meant in fun.
Let's hae a Doch an' Doris.
Hoots! There's na pockets in a shrou
"I'll hae 'Duggan's Dew o' Kirk-
intilloch!"
Says warehoose mon, McLeod.

—Colin McFeergus Glencanno
S. S. Inchcliffe Castle,
Clydebank, Scotland.

(With apologies to Guy Gilpatrick)

Al Gwynne awoke in the hospit
after Dr. Braddock had removed h
appendix and found all the blinds
the room were drawn. When Do
came in, he said:

"Why are the blinds down, Doc?"
"Well, Gud Dum it," said Do
"there was a fire across the stree
Didn't want you t' wake up 'n thir
you'd died!"

Clearwater Siding Setup Changed

The Clearwater Unit has recently completed a study and installation in their Siding Department, the outcome of which was an improvement in the working conditions and lowering of the cost of production. The change in the set-up necessitated the addition of two more men, the installation of a large mercury vapor lamp, (the latest wrinkle in industrial lighting), and the re-arrangement of the method of grading so as to make the graders really graders rather than lumber carriers. The graders formerly spent more than half of each day in lifting, turning, and carrying siding, rather than devoting their time to the skilled and valuable work of grading.

To work this improvement of the siding saw operation, a motion study was made of the graders. An observer classified each of the movements made by the graders in their process of picking up, examining, and grade marking each piece of siding. The length of time required to perform each of the separate movements was obtained by the use of time study records. By analyzing each of the separate movements, it was possible to determine the importance of those movements which were not directly productive, or in other words, not necessary to the actual grading of the siding. For instance, the graders were formerly required to turn each piece of siding over and put the grade mark on the back. It was found that the total amount of time spent during the day in merely turning the siding over and marking the grade on the back was about an hour and a half a day. This time was eliminated by simply having the grader put a small mark on the face of the board. Consequently, the work was made easier for the grader and allowed him to spend the extra hour and one-half grading.

Under the former set-up in the siding department, the grader had to carry each piece of siding which needed trimming to a trim table about four feet away. This act alone took from three to five seconds. In itself, three seconds is not very long, but, when it is repeated once every eighteen seconds, it suddenly becomes one-sixth, or 16 $\frac{2}{3}$ %. In other words, the graders were walking about, carrying a piece of siding in their hand for an hour and twenty minutes a day. As far as production was concerned,

Social Security Forms

There has recently been passed out to our employees, Forms SS5, "Employees Application for Account Number" under the provisions of the Social Security Act. In some cases employees have refused to fill out and sign the form. Under the law, it is compulsory that all employees file applications. If the employee fails to file, the employer must file for him and set forth in detail the reasons why the employee did not file. The employer is required by law to make the required tax deduction from the employee's check each month whether an account number has been assigned to the employee or not. If you have not filled out one of these forms, you should consult your timekeeper at once and fill out the application.

the graders could just as well walk to town and back with a piece of siding in their hand as back and forth between the grading table and the trim table. The present arrangement for the graders was designed to eliminate that particular wasted effort.

The graders now do a minimum of handling, and, as a result, they can devote more time to actual grading. The time now spent in the close examination of each board is really a little longer than it formerly was, but, because they spend their full time examining siding rather than lifting and carrying it, the production has increased enough to pay for the extra men employed and the improved working conditions.

Visitors

Bruce Collins, in charge of sales in Detroit, Michigan, visited Lewiston in November and spoke at the Foremen's meeting of the Clearwater Unit.

Howard Kinne, in charge of all sales in the central zone, was a Lewiston visitor from St. Paul.

DIRECTION OF AFFECTION

Glenn Porter: "Hey, Dave, where are all the old gaboons?"

Dave Troy: "We threw them out."

Glenn: "Gee, but I'm going to miss them!"

Dave: "You always did!"

Plans for Xmas Tree Under Way

The Potlatch Forests Christmas Tree Committee of the Clearwater Unit was called to their first meeting on November 20th by Dave Troy, the 1936 chairman. General plans of organization were discussed, and a second meeting scheduled for two weeks from that date.

This annual event, which will be staged for the third time this December, is a cooperative enterprise of the 4L, the Foremen's Council, and the Management of the Clearwater Unit. These three groups contribute in approximately equal amounts, both in labor and finances, in putting on this show for the children of employees at the Lewiston mill.

From the tentative plans discussed at the above meeting, it appears that the 1936 Tree will be one of those "bigger and better" varieties. New ideas are being developed to make the tree and its decorations even more beautiful than the one of last year, which was by far the most striking in the Lewiston district.

Aside from the toys which Santa will have for each child, it is planned that drawings will be held for several prizes. It is expected that these prizes will be secured from plant groups and organizations affiliated or connected with the mill.

Troy has a large committee assisting him on this project, most of whom have worked on previous Christmas Trees. Enthusiasm is always high on this affair, and, early as it is, the Yuletide spirit is already infecting Dave and his crew.

An habitual celebrant crept stealthily into his house one night, but despite his caution, fell and broke the empty he was carrying in his hip pocket. He was sufficiently lucid to realize that first aid should be applied to the cuts which resulted, and accordingly backed up to a mirror and applied a generous dressing of adhesive tape.

As his wife showed no signs of having been awakened, he was no little astonished when she aroused him next morning with, "So you came home drunk again last night!"

"Why, my dear, what in the world gave you that idea?"

"If you were sober, will you please explain how the adhesive tape got all over the mirror?"

Old Age Pensions Under Social Security Act

(Continued from page one)

1939, employers are taxed 1% of their payrolls and employees 1% of their wages; from January 1, 1940, to December 31, 1942, this changes to 1½% for employees and employers; from January 1, 1943, to December 31, 1945, the percentage is 2%; from January 1, 1946, to December 31, 1948, 2½%; and from January 1, 1949, on, it remains at 3%, employers paying 3% of their payrolls and employees 3% of their wages making a total of 6% of the payroll to foot the pension bill.

These taxes are based, not only on the amount of the wage check, but also on any other payment a worker may have received or employer given in the form of board, house rent, etc., in addition to wages. The cash value is calculated and added to the cash received or paid as the case may be.

If a person wants to work after he has reached 65 years of age, he, or his employer, does not have to make payments on his wages. However, he must stop work to draw his pension.

HOW MUCH DO THEY PAY?

Pensions vary from \$10 a month to \$85 a month, depending on the average wages of the worker and the length of employment during which he has earned wages. Here is a sample case.

John Jones has worked for Potlatch Forests, Inc., from January 1, 1937, to January 1, 1950, for 13 years, paying into the pension fund all that time. On January 1, 1950, he is 65 years old and he has been earning 100 dollars a month every month for those 13 years. He stops work and automatically becomes eligible for a pension. He can figure for himself just how much he will receive from his pension in the following manner. First, he must find the total wages he has earned. In this case, it amounts to \$15,600. Six percent of the first \$3,000 is calculated. Set this \$180 to one side or corner of the sheet and go after the balance. The remainder of the process in figuring the annual pension calls for figuring 1% of the next \$42,000 and ½% of what is left over \$45,000. In Jones's case, he did not earn the additional \$42,000 so he must apply the 1% to the balance which he has remaining of his total earnings after the first \$3,000 has been taken away. 1% of \$12,600 remaining is \$126. Adding this \$126 to \$180, the

answer is \$306 as the yearly pension, or \$25.50 per month, which is due to John Jones, retired lumberman.

An \$85 a month pension comes as a result of earning \$250 per month over a period of 45 years, and this is the largest pension which will be paid.

WHAT HAPPENS IN CASE OF DEATH?

If a worker dies before reaching 65 years of age, his estate receives a sum of money equal to 3½% of the total wages which he has earned since January 1, 1937, and on which he has paid taxes in to the pension fund. If he should die after he is 65 years of age but before he has received an amount in pension equal to 3½% of the total wages on which he has paid taxes, the difference between this 3½% and what he has received goes to his estate.

The Old Age Pension form which we have been filling out these past few days is a registration form which entitles us to an account number. This number will be retained by the worker no matter where he may be working and will serve to identify him in the accounts of the Social Security Plan.

Sales Prospects

Mr. Pratt of the Lewiston Sales Office put nothing but optimism into a short interview given us. Although the majority of orders are for shipment after December 15, and this is slowing up shipments now, the fact that they are waiting in considerable numbers for that date is an encouraging prospect.

The Weyerhaeuser Sales Company expects a good business after the first of the year as the result of a generally predicted increase in house construction over the country.

Incidentally, the Sales Company is holding their zone meetings in January of 1937, and the Western Zone meeting is to be held in Longview. These meetings are attended by salesmen and executives of the Weyerhaeuser Sales Co. and executives of the mills, which produce for this sales organization.

CAR TROUBLE

J. P. "Socky" Hambly of the Lewiston Shipping Office took his new car to the dealer the other day. It seems that "Socky" had trouble stopping the thing so that the names on the hub caps would be right side up.

Potlatch Woods Briefs

"CAMP 35"

Camp 35 out of Clarkia, under McFarland, is building a railroad on the East Fork of Mary's Creek. Fifty men are grading and laying steel, and hopes are to have five miles built by the first of the year. They will work until snow shuts them down.

A lot of small contract camps are decking Yellow Pine to the Three Bear line in the vicinity of Park. It is expected that five million will be decked out to that line, with the object in view of having plenty for Potlatch to run in the early spring when they can't open their own camps.

Greenwood and Clark and Ralph Lucas have completed the logging contract on the St. Maries branch of the Milwaukee, but the Rutledge mill is still getting logs delivered to Coeur d'Alene Lake at St. Maries and Dudley. These are all purchased from small contractors. When Rutledge goes down around the first of the year these purchased logs will allow them to start as soon as the Lake opens up and keep going until logs can be produced next summer. With this assistance the Rutledge Unit will be in a good position to run in 1937.

"CAMPS 31 AND 32"

These rail camps, under Axel and Melker Anderson, on Three Bear are still producing logs at about three and a half million per month each. With no snow, they will probably run until about the first of the year with a small crew remaining to get out Cedar Pole.

"CAMP 33"

Camp 33, under Clyde Ratliff, is producing three million a month. At present, they are decking, because the Potlatch pond is full. They will go down about the 15th of December, all with a small crew on Cedar pole. Incidentally, there are probably more logs in the Potlatch pond at this time than ever before. There are eighteen million in the pond and this places the mill in a good position to open in the spring.

Charlie Clark, contractor, moved into old Camp 30 and is skidding Yellow Pine, Fir, and Tamarack to the track. He will put up about three or four million feet and is using between thirty and forty men.

Rutledge Unit Host to Jamboree

One of the events of the month was the Potlatch Forests, Inc., Annual Jamboree, held at Coeur d'Alene on November 14. The manner in which the program was handled as well as its content made it a record-breaking success for these gatherings.

Starting with a boat trip of two hours on Lake Coeur d'Alene at 2:30 in the afternoon, the party wound up in the Masonic Temple at 8:30 in the evening, giving those attending from distant points an early start homeward.

Features of the afternoon and evening of grand entertainment were a long-to-be-remembered "Boat Ride," moving pictures of the woods operations taken during the filming of "Come and Get It," a swell dinner, a wrestling bout between Meyers and Barber of the Rutledge Unit, and a program of Swedish dances, given by the Swedish Dancing Club of Coeur d'Alene. Miniature "Cats," correct in every detail, were given to everyone as mementoes at the close of the affair.

Gilbertson, Peterson, Anderson, May, Belknap, Brotherton, Van Ness, Law, and Knaggs assisted Manager Graue in staging the 1936 Jamboree. They received the congratulations and thanks of everyone attending.

Potlatch Plant Notes

A pump is being installed at the Potlatch plant with which to divert all available hot water into the pond. It will be forced into the various jets in an effort to keep the water free from ice during the winter operations.

Pipes and fittings from the Elk River stock have been shipped to Weippe where Schmidt Bros. are sawing for the Potlatch Forests, Inc., and will be installed by them for the purpose of heating their pond this winter.

Potlatch has recently tried out a bull dozer on the fuel storage pile and find it works very satisfactorily in getting the fuel back to the conveyor. Already it is necessary to draw on the fuel reserve accumulated during the summer. As the shavings are now converted into Pres-to-logs, the current fuel supply is greatly reduced. The Washington Water Power now

furnishes electricity for the operation of the Briquette Plant and the Town-site and the balance is developed here.

For the purpose of economy in steam, the oven vents in the pits in the Dry Kilns are being enlarged to avoid using the top vents from the upper decks.

Karl Wardrop, Yard Pickup Foreman, has recently had constructed covers to protect the dry lumber piles in the yard from the weather between the time the lumber is taken from the dry kiln until it is picked up by the monorail and taken to the planer.

During the past summer an air whistle was installed in the kilns to be used in signaling for a monorail operator when loads are ready to be transferred.

Rutledge Rejects

"You love her very much?"

"So much that when her first husband died I married her so that I might share her grief and so lessen it."

"And did it work?"

"Fine! I'm sorrier now for his death than she is."

There were just as many careless drivers 30 years ago, but the horses had sense.

Wife, trying on hats: "Do you like this one turned down?"

Hubby: "How much is it?"

Wife: "Twelve dollars."

Hubby: "Yes, turn it down."

When a man deliberately goes looking for trouble he generally winds up by getting married.

We suggest that in the future, Jamboree committees should have a check girl to check the following items:

Hats
Coats
Upper plates
Etc.

Greatly agitated, a woman carrying an infant dashed into a drug store.

"My baby has swallowed a bullet!" she cried. "What shall I do?"

"Give him the contents of this bottle of castor oil," replied the druggist calmly. "And be sure you don't point him at anyone!"

Antidote for Acceleramania

Much has been written and said about our growing toll in traffic accidents. Many remedies have been suggested and used with various degrees of success, but have failed to stem this mounting tide of traffic deaths.

Combining the modern automobile with the improved highway, speed



"A Potlatch safety poster."

seems a natural result. The miles per hour by which we reel off distances in these days is an evidence of the fact. In all our memories and not so far distant either is a time when "40" was a reckless rate, but how times have changed! The 60 and 70 mile graduations on the meter, which formerly were so seldom seen, now flash into view on every one-mile stretch.

Reading traffic accident statistics has given us an idea for a modern speedometer dial. Here it is in the rough. Instead of numbers, letter the dial as follows:

From 0 to 20 miles—1 death in 61 accidents.

From 20 to 29 miles—1 death in 42 accidents.

From 30 to 39 miles—1 death in 35 accidents.

From 40 to 49 miles—1 death in 25 accidents.

Over 50 miles—1 death in 11 accidents.

Up to 50 miles, we'd have dial painted green, but over 50 a "danger" red with a black skull and cross bones on every five-mile marker above 50. Personally, we couldn't be very comfortable driving with a grinning skull on a red background staring us in the face.

"Was she pleased when you gave her that lovely lingerie for her birthday?"

"Yes, but she cried a little."

"She did?"

"Yes, she said it was her first slip."

Yard Smokehouse at Potlatch

The Potlatch Unit has just completed a new smokehouse for the comfort and convenience of the yard crew. It is located just east of the yard office. The plot of ground between the new building and the yard office is being converted into a miniature park. Bulbs and shrubs have already been put out and at the proper season trees and a lawn will be planted.

The building is well lighted and ventilated and the interior finished in natural wood. Zinc top tables and benches are provided for lunches. Individual steel lockers will take care of extra clothing, etc., and a drying rack is at the disposal of the men. There is plenty of hot and cold water, a drinking fountain, a shower bath, and standard sanitary plumbing. A concrete floor does its part in fire-proofing. An electric bell carries signals from the yard office to the smokehouse.

Bulletin boards display Elliot Service posters, as well as announcements of interest. A small radio has been installed, and it is hoped to have reading material at the disposal of the men while they congregate here to rest and relax between shifts.

Headquarters' Activities

Believe it or not, but the Forest Service says it's still too dry to burn brush at Camp "K."

Nels Blewett and crew of brush burners cleaned up on Camp "M's" brush and are now down on Camp "I's."

"CAMP O"

Alex McGregor, foreman of Camp "O," still feels pretty good about winning the prize for naming the "Family Tree." When interviewed, he said it was the only smart thing he ever thought of.

Helped by good weather, work on roads and landings is going ahead fast.

CAMP "P"

Only a few days more work will put this camp in shape for its winter blanket of white, not to be disturbed until operations start next spring. The cut of lumber at the mill, the dam at the head of the flume, and the permanent camp buildings are nearly complete.

Fire, starting in the engine room of the mill, on election day destroyed the

powerful Diesel engine, but did little damage to the rest of the mill and lumber. With the installation of a "60 Cat" with a power take-off, the mill was ready to go again the next Tuesday.

The White Pine from the camp site is taking a ride to the North Fork. The first sluicing of logs was made only sixty-six days after the flume foundation was started.

"REED'S CREEK"

This has been a mad house, moving down from the summer job on the North Fork to Car Camps and getting established. Moved into cars Monday and Tuesday, November 24th. Work will be on the roll in a day or so and logs going to track.

Drays are under construction and will be in use in a few days. Working conditions are ideal and no time will be lost getting things under way. You will hear more from us next month.

"CAMP 3"

Just as the news from McCloskeys' is being written, comes an interruption—just the office burning down. Van stock, reports, records, personal belongings, all gone to glory. Words might describe a fire, but the dull dazed feelings that follows is undescribable.

By the time this is printed, the brush burning will have been done, and Cedar work will have started.

"CAMP 14"

Camp 14, under the direction of George McKinnon, is a construction camp, concentrating on building roads and landings. The roads are extending out so far that a few days back a couple of swamper crossed the Montana line and didn't know it until a local sheriff asked for their passports.

On the 24th, Phil Peterson pulled in, bringing a railroad grade crew and several darned good pinochle players.

To date, there have been seven landings built and about nine and a half miles of road 'dozed, with that much more swamped out. We'll keep running until the snow takes it over, and we'll be ready to log heavy next spring.

"CAMPS 15 AND 19"

Both camps finally disposed of their brush.

"CAMP 16"

Camp 16 became a ghost camp on November 14. The last logs were loaded in the forenoon and immediately after lunch the camp cars were on the way to their new setting at

Camp 20. The output was doubled to what was expected of Camp 16, when it started operating the latter part of August.

"CAMP 21"

Camp 21 has been very fortunate in having good weather. Very little of the snow we got several weeks ago is left on the ground.

Clarence Haeg was here, taking the annual inventory and also had Thanksgiving dinner with us.

Camp 21 loaded 3,278,570 feet of logs in November.

"CAMP 20"

Everyone's looking for a little rain or snow to ease up the skidding problem. The ground is as dry as one might expect to find it in July or August, which means more work for the logs.

We've moved into the large winter camp and the housing situation eased up for a few days. With Brooks of the hiring and firing squad, the big camp is filled—with a crew of 15 men.

Camp 20 should have moved from the bottom pit that we held for the least number of cars a day. This month we've had as high as 15 cars but with the Editor as scorekeeper it's hard to tell where he will peg us.

The right-of-way logs are all picked up, and twenty teams are at work skidding (that includes Dublin Gulch). A few of these have started within the past three or four days.

"CAMP 22"

Phil Peterson's construction crew completed work on the Reed's Creek Railroad and spurs on November 14. They have moved to Camp 14, where they will complete the grading there which was stopped last summer.

Skidding started at Camp 22 on November 5th and about 100,000 feet are being loaded and sent to the Lewiston mill daily.

"Camp L"

Since John Anker moved in about the middle of October, they have enjoyed good weather and have been decking logs for sleigh haul at the rate of about four million a month. In about ten days, logs will be all decked and ready when snow falls. All the sawyers have been laid off and a crew of ninety men are there for the sleigh haul and fluming in the spring.

The Paul Kelly camp on Cedar Creek is hauling logs to Camp L daily with "Linns" at the rate of one and a half million per month.

Potlatch Grads

(Continued)

In the last issue of THE FAMILY TREE we gave you a list of former Potlatch men who are still in there pitching for us with the Weyerhaeuser Sales Company. We are going to have each of these men gave us as nearly as they can the history of their connections with the Potlatch Units and the Sales Company. This will enable us to tell you something about each of them in future issues.

The Weyerhaeuser Sales Company was first formed to sell only the stocks of the Northern Minnesota mills, all of the Western companies having their own selling organizations. After the Sales Company had functioned in this way for a time and proved its value in eliminating duplication of selling effort and expense, it was extended to take in the sales from all the Western operations, both in the Pine and Fir districts, and the individual sales organizations at these mills together with their salesmen were taken over by the Weyerhaeuser Sales Company.

Among these men are F. J. Hughes who for years had represented the former Potlatch Lumber Company in the Omaha-Nebraska territory. Omaha and vicinity was, during these years, one of the high spots in the entire country for Idaho lumber and Potlatch at that time cut a very large percentage of Ponderosa Pine, Fir and Larch and White Fir for which species Omaha was a natural market. Frank did a swell job there and it was always a pleasure to spend a few days with him calling on his customers and to see their high regard and esteem for him. During this period, Frank reached the high individual record for number of cars sold in one year.

Later Frank was moved to Chicago as assistant to the District Manager and as a large reorganization of the entire Sales Company was taking place, he was very shortly moved to Toledo, Ohio, as manager of the newly formed district covering the states of Michigan and Ohio. Still later he was transferred to the General Office at Spokane. But the urge to actually sell by personal effort was always uppermost with Frank Hughes, so we now find him again in his old stamping ground and home, Omaha, still doing a good job and putting up a battle for our White Pine in a territory which a few years ago didn't know what it was. He is a salesman!

From the standpoint of service with

the Sales Company, Frank Hughes is the oldest of the former Potlatch group. We now want to tell you a little bit about their newest acquisition from us, A. A. "Ack" Asplund, who just accepted a position in the Newark, N. J., office, which is the general office for the entire Eastern Zone.

"Ack" is surely a Potlatch product as he grew up there and has White Pine in his blood, having worked around that operation as a kid during vacations. Being ambitious, he took a business course in Spokane and moved into the general office at Lewiston shortly after the start of the Clearwater Plant in 1927. Here he made himself so generally useful that he soon became the right hand man for Phil Pratt and "Spike" Baker in the Sales Department. His new work at Newark places him with R. E. "Jack" Irwin in the handling of pine orders for the whole Eastern Zone. The Lewiston office misses his happy, always busy presence but he will do a real job for us at his new post and we all wish him Good Luck and the best of future success.

In the next issue, we will tell you about more "old timers."

Pres-to-Logging With Bodine

The W. S. C. Special, financed by Foster and fostered by Hollingbery, (Fireman Bailey with the shovel, Dave Troy with the prayer book), was derailed and wrecked at Seattle Thanksgiving Day. The special was enroute on what was to have been a one-stop trip to the Rose Bowl. Evidently, the sweet perfume of anticipated roses, or the nectar of distilled orange blossoms, was too much for the boys. Or again, it may have been they were just afraid of drowning in one of the Los Angeles mists. At any rate, the Cougar "one-man power" engine and train was literally blown from the track by the wind stream off passing Huskies, headed in the general direction of Pasadena. Our sympathies to Engineer Hollingbery, Fireman Bailey, the crew, and frustrated Troy.

The new lift truck is now in operation and has effectively solved the problem of loading Pres-to-logs, both for local trade and car shipments. We are told that this lift truck has been of immeasurable help to Les Woodland in another way. It was

necessary to counterbalance the truck with heavy weights. This was done with lead and Les claims that now that the lead is all concentrated in one spot he'll be able to get twice as much work done as before.

Pres-to-logs sales for the past month hit a new high for the year and show a very worthwhile gain over the corresponding month of 1935.

ONE WORD OF WARNING!! and we mean WARNING!! Do not wait until the day before Christmas to send your friends the colored flame logs you want them to have for Christmas Eve. A box of colored flame Pres-to-logs is a small gift as regards cost, only 60c to employees, but it will be remembered long after more expensive presents are forgotten. We will be glad to ship any number you wish, to any place, in either this country or abroad. A payroll deduction can be made to cover charges and we will, of course, advise you of the cost before shipment is made. The boxes will be attractively decorated with Christmas seals.

(Editor's Note—This column, which we hope will become a regular feature, is written by Leo Vernell Bodine of Wood Briquettes, Inc. In order to secure that part of this column which is of interest, we are forced to submit to such advertising as Mr. Bodine desires to incorporate. We trust that our readers will make the necessary allowances in that we have as yet no classified advertising section. "Joke over.")

Potlatch Slash Disposal

The Potlatch Unit has experienced an exceptional fall for slash disposal and probably cleaned up more slash than any prior season. By the time this issue goes to press, all the current slash will be disposed of. Burning operations are under way at Camps 30, 31, and 32 and Shattuck Butte.

A. P. Lewis, who has a logging contract near Park, has completed his burning. On Big Creek, as much burning has been accomplished as can be done this fall, due to the fact that Knight Bros. have a contract in there for making Cedar poles.

A. J. Queener has completed his slash disposal on Ruby Creek and Shallup Creek, where he has operated the past summer.

Logging continues at Camp 33 with the logs being decked for spring hauling, and the trucks have been taken off for this fall.

The W. I. & M. Railway Company

At the time that the timber holdings which are now those of Potlatch Forests, Inc., were purchased, the original mill was located at Palouse, Washington. Logs were floated down the Palouse River to the mill. At the acquisition of these large tracts of timber, it was realized that railway connections would be necessary both to transport logs and lumber. Also, it was decided to abandon the Palouse property and build Potlatch, whereupon Mr. Deary contacted the connecting main line railroad with the proposal that they build from the main line into the timber and receive the haulage of logs and lumber which was to result from the operation of the new mill. However, the predicted tonnage was not enough to tempt them and they refused. This was the "reason" for the Washington, Idaho & Montana Railway Company. The company decided to build their own.

In 1905, the W. I. & M. was completed to Harvard, Idaho, and the next year extended to Purdue, with a total length of track of 50 miles. The Palouse end of the line connected at that time with the Northern Pacific at Palouse. In 1908, the Great Northern built a connecting branch to Palouse and in 1910, the Milwaukee road built a branch west into St. Maries and Elk River. This gave the W. I. & M. a direct connection at Bovill with the Milwaukee and the two direct connections mentioned before at Palouse. With two more direct connections at present with the Canadian Pacific and the Union Pacific, there are outlets on

five main lines, giving through freight rates.

To care for the equipment of this railroad as well as for the work of the Potlatch mill and woods department, extensive shops were built at Potlatch. Outside of Spokane, these are the largest railroad shops in the Inland Empire. They are equipped to care for all locomotive and car work as well as handle the repairs, etc., for the mill and woods as previously mentioned.

As far as standards are concerned, its shortness does not prevent the W. I. & M. from comparing favorably with main lines. The track is laid with 70 pound rail and is ballasted with crushed rock its entire distance. The past months have seen the rebuilding of 14 of the road's 17 bridges, an evidence of the good maintenance and repair practices followed. Equipment consists of five locomotives, 300 flat cars, 15 standard box cars, 2 passenger coaches, a locomotive crane, weed burner, and miscellaneous work equipment.

Ten of the standard box cars are rebuilt using white pine exclusively as an experiment in the adaptability of the wood for this use. At present a request has been received from a railroad in the east for permission to put one of these white pine W. I. & M. cars in their shops for investigation as to the possibility of using white pine floors in all future car construction. All of these rebuilt cars are in regular lumber service and at present are all in the east.

The W. I. & M. Railway is classed as a Class No. 2 road and as a common carrier by the Interstate Commerce Commission.

A very interesting development in the traffic handled by the W. I. & M.

is brought to light by shipping statistics of the first nine months of 1936

Conceived and built as a carrier of logs, lumber and lumber products, the fact that other commodities would at some time be an important reason for its existence received little thought. However, just as soon as timber was cut from these fertile lands, farmers moved in, possibly the more quickly because of the railroad and what it offered them as a means of marketing their products. Cutover lands gradually into stump ranches and then into what is now some of the finest farmland in the country. Gradually farm products and stock became a factor in keeping rolling stock on the move on the W. I. & M. line. The first nine months of 1936 held the following shipments for this railroad:

Agricultural products	403 cars
Sheep	21
Sand and gravel	66
Fuel oil	70
Gasoline	65
Miscellaneous	117
Pres-to-logs	66
Logs	3,697
Lumber	2,040
Poles and pulp wood	208
Total	7,258 cars

The first two classifications cover approximately 6% of the total shipments for this period, which is a sizable percentage for a region which only a short time ago was covered with standing timber.

A very important and necessary subsidiary of Potlatch Forests, Inc., the Washington, Idaho & Montana Railway Company is under the management of W. J. Gamble. Mr. Gamble came to Potlatch in 1910 and has been directing the destinies of this railroad since 1918.

(Editor's Note—This is the first of a series of articles on Potlatch Forest subsidiaries and was secured through the kindness and cooperation of Mr. W. J. Gamble of the W. I. & M.)

A Scotsman had to send an urgent telegram and not wishing to spend more money than necessary wrote like this:

"Bruises hurt erased afford erect analysis hurt to infectious dead." (Ten words.)

The Scotsman who received it immediately decided it was: "Bruce hurt. He raced a Ford. He wrecked it, and Alice is hurt, too. In fact she dead." (Nineteen words.)



"W. I. & M. White Pine Car."